

## NEW NON-TOWERED AIRPORT TRAFFIC PATTERN GUIDANCE FROM THE FAA

In March 2018, the Federal Aviation Administration released an updated version of Advisory Circular (AC-90-66B), "Non-Towered Airport Flight Operations." The new AC contains several changes, but the most significant is the collection of normal operating practices for a variety of aircraft types, including airplanes, rotorcraft, gliders, ultralights and balloons. Pilots can now more easily know where to expect different types of aircraft in the pattern.

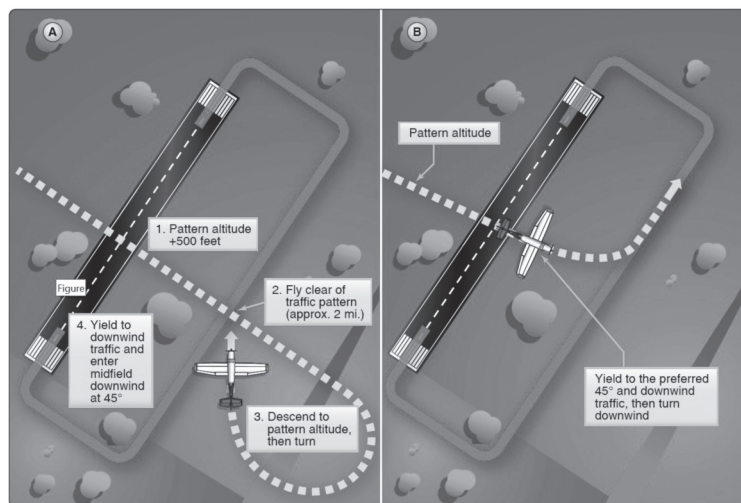
The FAA regulations in 14CFR Part 1.1 which defines the traffic pattern and 14CFR Part 91.113 and 91.126 regarding right of way and traffic pattern direction remain unchanged. The FAA does not regulate traffic pattern entry – only traffic pattern flow and right-of-way considerations. The regulations state that airplanes should make all turns to the left, unless the airport displays visual markings indicating that all turns should be to the right (segmented circle), and that helicopters and powered parachutes must avoid the flow of fixed-wing traffic.

The AC also offers guidance on traffic pattern entry. Aircraft are encouraged to enter the traffic pattern at pattern altitude, not while descending. Two diagrams are provided for entry from the opposite side of the traffic pattern.

A pilot's primary duty in collision avoidance is to see and avoid other aircraft, and to help other aircraft see and avoid his or her aircraft. Knowing at what altitude to expect other aircraft in the pattern is essential.

**Fixed-wing airplanes** should observe a 1,000 foot above ground level (AGL) traffic pattern unless the airport has indicated otherwise in the Chart Supplement (formerly known as the Airport Facilities Directory).

**Large and turbine-powered airplanes** should operate at 1,500 feet AGL unless otherwise posted. The pattern will be left turns for airplanes unless otherwise posted.



**Rotorcraft** approaching to land on an area other than the runway must avoid the flow of fixed-wing aircraft. When they are landing on the runway, rotorcraft may use the standard traffic pattern if it does not conflict with other aircraft. Alternatively, they may fly the pattern at a lower altitude, such as 500 feet AGL, or fly a pattern on the opposite side of the runway.

**Gliders**, including the tow aircraft during towing operations, have the right of way over powered aircraft. If both gliders and airplanes are using the same runway, the glider traffic pattern will be inside the pattern of the engine-driven aircraft. If a glider operating area is established to one side of a powered aircraft runway, the glider pattern will normally be on the side of the airport closest to the glider operating area. Glider patterns have entry points from 600 to 1,000 feet AGL.

**Ultralight vehicles**, according to their regulations (CFR Part 103), are required to yield the right of way to all aircraft. They should fly a rectangular pattern inside and 500

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**MESSAGE FROM THE  
DEPUTY DIRECTOR  
KEN W. MARTIN**

Greetings, Illinois Aviation readers and friends!

In my last message, I mentioned several initiatives we were working on here in the Division of Aeronautics. To keep you updated, I am devoting this article to providing you the current status of those initiatives.

First, in the spring session, the Illinois House of Representatives passed Amendment 3 to Senate Bill 0482, which provided for the creation of the State Aviation Program Fund. The fund would be the depository of aviation fuel tax revenues in Illinois, with the Department of Transportation authorized to use those revenues for our state aviation program. The bill was not taken up by the Senate, so we are still working on this initiative and hope to have legislation passed and signed by December 31, 2018, the new deadline authorized by the Federal Aviation Administration. Once legislation is passed and signed into law, Illinois will be in compliance with federal requirements found in 49 U.S. Code 47133 mandating the use of aviation fuel tax revenues for airport capital and operating expenses.

Second, the Consolidated Appropriations Act of 2018 extended funding for programs of the FAA and the Airport Improvement Program through September 30, 2018. Included in the Act was an additional \$1 billion in discretionary supplemental funding for aviation projects across the nation. The Act stipulates that:

1. The Secretary shall distribute funds provided under this heading as discretionary grants to airports.
2. The Secretary shall give priority consideration to projects at (a) nonprimary airports that are classified as regional, local or basic airports and not located within a metropolitan or micropolitan statistical area as defined by the Office of Management and Budget; or (b) primary airports that are classified as small hub or non-hub airports.

3. The federal share of the costs for which a grant is made under this heading shall be 100 percent to a nonprimary airport and 90 percent to a primary airport in Illinois.

August 8, 2018, was the deadline for applications to be considered in federal fiscal year 2018, with October 31, 2018, set as the deadline for applications for federal fiscal year 2019 and federal fiscal year 2020 consideration. If you have questions about applying for federal fiscal year 2019 or federal fiscal year 2020 funding, please contact us at 217-785-8500.

Finally, while Illinois was not selected for the president's Unmanned Aircraft System Integration Pilot Program, we continue to develop our UAS program for the department, including the formation of a strategic working group to focus on implementing this critical technology throughout Illinois. Also, on August 3, 2018, Gov. Rauner signed into law Public Act 100-0735, which added a new section to the Illinois Aeronautics Act (620 ILCS 5/42.1) that defines Unmanned Aircraft Systems and makes UAS oversight in Illinois "an exclusive power and function of the State." We will be issuing a fact sheet on P.A. 100-0735 in the near future.

**Wishing you safe flights and an enjoyable  
fall season!**

*Kenneth W. Martin*

## **UNMANNED AIRCRAFT SYSTEMS - LAANC**

Low Altitude Authorization and Notification Capability is now available statewide. LAANC provides access to controlled airspace near airports through near real-time processing of airspace authorizations below approved altitudes in controlled airspace.

The FAA has partnered with a number of companies to provide LAANC services. Users register using a provider's app or website. Once registered, users submit a form, and in many cases, authorization is granted immediately.

At this time, LAANC is not available at airports with contracted control towers. For more information on LAANC, see the FAA website at [faa.gov/uas](http://faa.gov/uas).

## INSURANCE: BACK TO BASICS

By Clyde Ehrhardt

Every once in a while, it is important to review life's basics. Since my life is insurance, there are several items I want to bring to your attention.

First is the basic architecture of our aviation policies. Nearly all policies have this basic construction.

The first page is called the coverage data page, or declaration page. This page will list such items as the policy number, named insured, mailing address, policy period, items insured, limits offered and premium charged.

The next page is normally the policy table of contents. This is very helpful, even for insurance brokers. In some policies, it is split into parts. Take a good look at these parts. They speak to the general coverage offered. (No exclusions in this part but some limitations of use, who can fly and where you can fly.)

The second part will usually speak to the physical damage terms and condition of coverage, as well as what losses are not covered. It typically covers how physical damage is paid and how appraisal of damage is performed.

The third part will speak to who is covered and who is not covered, as well as what will be paid. This part will go into bodily injury and property damage coverage. Also tucked into this section are topics including defending lawsuits, loss of salary, payments for bonds, and financial responsibility laws, and finally, losses that are not covered in your policy.

A special section is devoted to medical coverage. This coverage is offered by most insurance carriers to allow them access to information about medical injuries sustained by the claimant. Armed with this information, insurance companies will have a better chance to settle claims faster and at a lower cost. Bodily injuries that are not settled quickly will cost more, as the claimants sustain more pain and suffering, in addition to the anxiety of dealing with an insurance company that will not reach a workable settlement. If these claims become lawsuits, costs increase significantly for the insurance carriers. Such claims can take up to five years to settle.

The next section covers substitute of aircraft and newly acquired aircraft. This is important to read. On the surface, it sounds like you have non-owner's coverage, but such coverage has limits. You may find that coverage is

limited to liability for bodily injury and property damage. Hull coverage is not included. Such coverage is applicable when your aircraft is lost or destroyed, when it is disabled, or when it is being repaired or serviced. For example, it will not apply if you have a Cessna 172 and you rent or borrow a PA32-300, six-place aircraft. It would apply to another Cessna 172 subject to the conditions above being met. You will want to read this section carefully to make sure you understand how this coverage is meant to operate.

The last section will speak to such provisions as airworthiness, increased value of your aircraft, Navy and Air Force provisions, transfer of legal rights, damage recovery from other people, as well as other provisions.

But wait, there's more. It would not be an aviation policy without amendments. Amendments are used to either increase or limit coverage outlined in the basic policy. Basically, the underwriters are saying, "OK, now I will make the following exceptions." It may be pilot coverage or qualifications. It may be compliance with various insurance regulations required by your home state. Underwriters can also amend your policy to include additional insureds, which may be required by your hangar or tie-down agreement.

Some of these amendments are what we call boilerplate – wording that has been used for many years. However, your policy can be amended to include almost any condition you require. Keep in mind that not all companies will agree to this. You need to work with your broker to negotiate such conditions.

One last word of caution. When you agree to include someone else on your policy, you are diluting your coverage limits. Think of your coverage like a pie. If you let me have part of your pie, you will have less. If you let my entire family share your pie, you will have much less. Don't be afraid to ask others to purchase their own policies.

You have now completed your regular policy training. Fly safely and often. May the force be with you.

*[The information provided in this column is designed to provide helpful information and is meant for education and discussion only. There is not an offer and acceptance of coverage unless a formal application has been approved and accepted by a licensed insurance company. The author shall not be liable to any person or entity with respect to any loss or damages caused, or alleged to have been caused, directly or indirectly, by the information contained herein.]*



## TRIVIA



## NAME THAT AIRPORT

There were no completely correct answers for the last “Name that Airport!” challenge. While many of our readers were able to identify the correct airport – Jacksonville Municipal, no one came up with the correct year – 1969. So, congratulations to our (almost) correct readers: **Randy Seiler, Maurice Caudill, Butch Benja, Jim Spradin, Charles O’Connell and Brian Anderson.**

Do you know the name of the airport shown in this picture and the approximate timeframe in which the photo was taken? If so, send an email to [DOT.aero@illinois.gov](mailto:DOT.aero@illinois.gov). Those who provide the correct answer will have their names published (with permission) in the winter 2018 edition of Illinois Aviation.

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feet below the normal pattern. If they have their own dedicated landing area, it will typically have a lower traffic pattern parallel to the standard pattern with turns in the opposite direction.

**Parachute operations** are normally conducted under a Notice to Airmen. Airports with drop zones are listed in the Chart Supplement and shown with a parachute symbol on the sectional chart. Jumpers normally exit the aircraft above or upwind of the airport well above traffic pattern altitude. Parachutes are normally deployed between 5,000 and 2,000 feet AGL within two miles of the airport.

At airports with parachute, glider or ultralight activity, there is often additional pattern information in the Chart Supplement to encourage harmonious operation.

Additional details on a variety of other traffic pattern situations and recommended communication practices are available in the AC. We encourage you to visit [faa.gov](http://faa.gov) and download the complete document. Knowledge is power. Fly safe!

## CALENDAR OF EVENTS

**January 26, 8:00 – 3:30**

**Chicago Aviation Expo–IFR/VFR and Companions Seminar\***

Holiday Inn Itasca, Itasca, IL

Madeleine Monaco (847) 431-1847 • [99mjm@sbcglobal.net](mailto:99mjm@sbcglobal.net)

**February 14, 7:00 – 5:00**

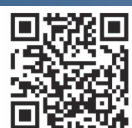
**Northern Illinois IA Renewal & Maintenance Seminar**

Holiday Inn Itasca, Itasca, IL

Glenn Anthony (847) 294-8723 • [Glenn.Anthony@faa.gov](mailto:Glenn.Anthony@faa.gov)

\*Presentations qualify for all three WINGS knowledge credits.

**VIEW COMPLETE CALENDAR OF EVENTS:** [www.idot.illinois.gov/about-idot/stay-connected/multimedia/index](http://www.idot.illinois.gov/about-idot/stay-connected/multimedia/index)



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